

## Prices and Prospects.

# Continued Apathy on Part Coke Consumers Makes All Branches of Market Dull

Still Cling to Hope That  
Freight Rates Will  
Be Reduced.

## NO PEDDLING BEING DONE

By Producers as Formerly; Show No  
Disposition to Shade Prices Which  
Would Offer No Inducement to Buy-  
ers; New Contracts Not Yet Placed.

Special to The Weekly Courier.

PITTSBURG, Nov. 29.—All branches of the Connellsville coke market continue to show apathy on the part of consumers. There is no increase in consumption in any quarter, while buyers of all classes display an apathy to the mere consideration of purchases for forward deliveries. There is no inherent weakness in the situation, and the indifference of buyers is commonly ascribed to the feeling that is quite general in trade circles, unwillingness to enter into any fresh engagements that can be avoided as long as freight rates are not reduced.

There is as much talk as formerly about freight rate reductions, and just as little substance in the prospect. There is no evidence that freight rate reductions are any nearer than they were six months ago. Men are beginning to wonder whether the business situation has not been injured by the great amount of talk there has been about freight rate reductions, when instead of bringing the reductions the talk simply discourages the transaction of business.

Connellsville coke operators are not resorting to the tactics that were observed so often before the war, of peddling coke around when there was no demand, and price really offered no inducement to consumers to take hold. Coke is offered, and is quite freely offered, but there is no disposition to shade existing prices in the mere chance that thereby the interest of a consumer might be aroused. Operators prefer to wait until the possible buyer begins to display interest before quoting the closest price. The result is that while there is little demand and there is coke that operators would like to move the quotable market is no lower than a week ago.

The contract market for the new year has not opened up, but there has been a littleicker as to the renewal of such contracts now in force as expire December 31. In one case it is understood a contract was renewed for the first quarter at \$3.40. That would be considered a fair price for some brands of coke for the period, while other brands would be held at a considerably higher price, "for the present," least.

In foundry coke there is as little demand as formerly, and the trade is convinced that the consumption of foundry coke is considerably less than a month or six weeks ago. The same testimony, as to the slackness in foundry operations, is furnished by the market for foundry scrap iron, both these markets being very dull.

Heating coke has shared in the general dullness, neither wholesalers nor retailers being disposed to take hold. They, in company with others, seem obsessed by a fear that they may lose a little by freight rates being reduced. Heating coke is quoted by some operators at \$2.50 to wholesalers, which would mean \$2.65 to retails. Furnace and foundry coke continue quotable as follows:

Spot furnace ..... \$2.09-\$3.15

Contract furnace ..... \$4.35-\$6.50

Spot foundry ..... \$4.00-\$4.50

Monthly average prices of spot coke have been as follows since the first of the year:

Month	Price
January	\$2.10
February	1.85
March	1.13
April	1.60
May	1.49
June	1.12
July	1.25
August	1.15
September	1.25
October	1.35
November	1.15

The pig iron markets are as dull as ever, showing practically no life. Idle merchant furnaces show no disposition to get into blast, while some of those operating are undoubtedly piling part of their mate. Possibly production would be somewhat restricted were it not desired to give employment to workers and to use up the large stocks of iron ore that are left, there being reason to expect that Lake Superior iron ore will experience a further decline for the 1922 season, perhaps 50 cents. This season's prices came out at one dollar reduction from those of 1920. The Va'ey market remains quotable as follows:

Bessemer ..... \$2.00

Blow ..... 1.60

Foundry ..... 1.60

These prices are f. o. b. Valley furnaces, freight to Pittsburgh being \$1.36.

Average monthly prices of pig iron at Valley furnaces since the first of the year have been as follows:

January ..... \$2.00

February ..... 1.71

March ..... 1.44

April ..... 1.60

May ..... 1.35

June ..... 1.20

July ..... 1.20

August ..... 1.20

September ..... 1.20

October ..... 1.20

November ..... 1.20

December ..... 1.20

## COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Upper Connellsville (sometimes called the Basin district) and the Lower Connellsville district (often called the Monongahela district) to principal points for shipment are as follows: per ton, 500 pounds, effective August 26, 1920:

Destination Rate

Baltimore ..... \$2.35

Buffalo ..... 3.84

Canton ..... 2.89

Chicago ..... 1.02

Columbus ..... 3.04

Detroit ..... 4.06

St. Louis ..... 5.04

Erie ..... 3.08

Harrisburg ..... 3.22

Johnstown ..... 3.22

Louisville ..... 4.62

Milwaukee ..... 5.32

New York ..... 4.34

Philadelphia ..... 3.92

Pittsburgh ..... 1.68

Port Jervis, N. Y. ..... 5.04

Port Mchord, Oreg. ..... 5.64

Pottsville ..... 3.78

Reading ..... 2.64

Richmond, Va. (B. & O.) ..... 5.32

Richmond, Va. (P. R. R.) ..... 5.32

South Bethlehem ..... 3.92

Youngstown, Pa. ..... 3.22

Toledo ..... 2.64

Wheeling ..... 5.32

Valley Points ..... 2.92

Per Export.

From Connellsville district:

Fairfield (F. O. B. vessel) ..... \$2.36

Baltimore (F. O. B. vessels) ..... 2.36

From Latrobe district:

Philadephia (F. O. B. ves-  
sels) ..... 1.16

Baltimore (F. O. B. vessels) ..... 2.16

July ..... 21.24

August ..... 20.00

September ..... 20.00

October ..... 20.00

November ..... 20.00

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## SUPERPOWER PLAN WOULD PREVENT A LARGE FUEL WASTE

At Mines, on the Railroads and  
in Industries of All  
Kinds.

### OPERATION OF TRAINS

By Electric Locomotives Would Result  
in Many Advantages and More Sat-  
isfactory Meet the Present Crowd-  
ed Conditions at Great Terminals.

Investigations by the United States Geological Survey, embodied in the report of the proposed superpower system for the region between Boston and Washington, show a waste of coal user in the production of power by the industrial establishments in this zone in the year 1919 to the amount of 13,502,000 tons. In other words, the energy developed by these establishments by the burning of 19,125,000 tons of coal could have been developed in large central power plants by the burning of 5,823,800 tons. This was a waste through inefficient independent power production of 71 per cent in coal consumption.

Looking ahead to 1930, with the increased demand for power that can then be reasonably expected, the total coal saved under the unified system, it is stated, will be 50,000,000 tons. Under motor operation the industries could save \$190,000,000 annually in their power bill and could make a greater output of product.

The superpower system comprehends also a plan of power production that includes the generation of electricity by stream at the water and on inland waters where a sufficient quantity of condensing water can be obtained, and also the utilization of all hydro-electric power that may be economically obtainable from rivers within the zone or within the transmission distance of it. The electric power so generated will be interconnected through a system of interconnected transmission lines, the potentials of which will be on the order of 220,000 and 110,000 volts.

Economy of investment and economy of operation are the two ends sought by this plan, the outstanding feature of which is a great network of inter-connecting transmission lines which makes a system of many units.

This transmission network and its substations would require \$104,000,000 by 1930, and the total investment cost of the system the same year is given by the engineers as \$1,104,584,000, of which \$693,218,000 would be new money, for more than \$400,000,000 worth of existing steam-electric and hydro-electric plants are retained in service.

The industry using the largest amount of coal in the region is anthracite mining, and in this industry a coal saving of more than 75 per cent could be made if the mines were supplied from an efficient central electric power system. Many industries, it is stated, could save coal by the use of waste-heat boilers. Probably the greatest saving by this means could be made in the cement industry. It is estimated that if waste-heat boilers had been in use in 1919 in all the cement plants in the superpower zone, 510,000 tons of coal would have been saved in that single industry.

There are many blast furnaces in the superpower zone which are isolated from steel plants or rolling mills, and approximately half their gases are wasted. These wasted gases would produce sufficient heat for boilers to generate 500,000,000 kilowatts a year.

The advantages to be derived from the electrical operation of railroads in the superpower zone include the conservation of national resources both coal and labor; an increase in the capacity of main and yard tracks; an improvement of the physical condition of terminals; and an increase in the value of the property, as shown by the New York Central and Pennsylvania terminals in New York City; benefits both to the traveling public and to residents along the route through the elimination of noise and smoke; the possibility of providing multiple-level terminals and freight warehouses; and economy in operation through the use of fuel and machinery for generating energy by a few skillful operators in economical stations as contrasted with a large number of technically ignorant operators with small, uneconomical machines.

A considerable saving in time and hence an increase in capacity under the superpower system will be made by lengthening the operating divisions, which will be from 200 to 400 miles long instead of 100 miles. An electric passenger locomotive will run in the morning from New York to Boston and will return in the afternoon or at night, making a total run of 450 miles a day. A similar round trip will be made between New York and Washington, or New York and Syracuse. The electric locomotive can be kept at work on the road for 20 hours a day, and if operated at an average speed of 25 miles an hour it can run 500 miles a day. This mileage however, is double that of the electric passenger engines now used on the New York, New Haven & Hartford line and is higher than would be obtained as an average, but there is every reason to believe that with uniform operation an average between 250 and 300 miles can be made.

### KILLED BY CABLE

Master Mechanic Kalins Meets Death  
in Allison Mine.

Mary A. Kalins, 41 years old, master mechanic at the Allison plant of W. J. Rainey, Inc., was killed Sunday when he took on the head by a wire cable used to draw cars around the mine in the shaft.

He was helping other employees untangle the cable which was attached to two loaded cars, when the cable snapped and struck him on the head, application to the director, United States Geological Survey, Washington

### Railroads May Have To Borrow Before Government Pays

### LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 26, 1921.

Ovens	In Works	Name of Operators	Address		
MERCHANT OVENS					
152	Beatty	Mr. Pleasant Coke Co.	Greensburg		
30	Brown	Brush Run Coke Co.	Mt. Pleasant		
150	Clare	Cline Coke Co.	Greensburg		
40	Clarke	Corrado-Schenck Coke Co.	Connellsville		
50	Elliot No. 2	Whitel Coke Co.	Uniontown		
100	Elliot	W. J. Rainey, Inc.	New York		
10	Elm Grove	Elm Grove Coke Co.	Connellsville		
101	Fairfield	Fairfield Coke Co.	Uniontown		
50	Garrison	Corrado-Schenck Coke Co.	Connellsville		
8	Halen	Samuel I. Lohr	Youngwood		
145	Humphreys	Humphreys Coal & Coke Co.	Greensburg		
16	Morgan	Corrado-Schenck Coke Co.	New York		
25	Mr. Bradock	Mr. Pleasant Coke Co.	Greensburg		
510	Mr. Pleasant	Brownfield Coal & Coke Co.	Uniontown		
45	Moyer	Nelio Coke Co.	Connellsville		
32	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburgh		
480	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburgh		
30	Oliver	W. J. Rainey, Inc.	New York		
400	Ravens	W. J. Rainey, Inc.	Uniontown		
40	Thomas	Whitel Coke Co.	Pittsburgh		
57	West Penn	West Penn Coke Co.	Pittsburgh		
2,269	968	FURNACE OVENS.			
260	Adelaide	H. C. Frick Coke Co.	Pittsburgh		
356	Alverton	H. C. Frick Coke Co.	Pittsburgh		
397	Baggaley	H. C. Frick Coke Co.	Pittsburgh		
300	Bitter	H. C. Frick Coke Co.	Pittsburgh		
240	Brinkerhorst	H. C. Frick Coke Co.	Pittsburgh		
150	Calumet	H. C. Frick Coke Co.	Pittsburgh		
400	Callier	H. C. Frick Coke Co.	Pittsburgh		
400	Continental 1	H. C. Frick Coke Co.	Pittsburgh		
376	Continental 2	H. C. Frick Coke Co.	Pittsburgh		
390	Continental 3	H. C. Frick Coke Co.	Pittsburgh		
320	Concord	H. C. Frick Coke Co.	Pittsburgh		
523	Davidson	H. C. Frick Coke Co.	Pittsburgh		
230	Davoth	H. C. Frick Coke Co.	Dunbar		
110	Duncar	Amer. Manganese Mfg. Co.	Pittsburgh		
272	Hecla No. 1	H. C. Frick Coke Co.	Pittsburgh		
250	Hecla No. 2	H. C. Frick Coke Co.	Pittsburgh		
304	Hecla No. 3	H. C. Frick Coke Co.	Pittsburgh		
227	Juniata	H. C. Frick Coke Co.	Pittsburgh		
560	Lamont No. 2	H. C. Frick Coke Co.	Pittsburgh		
509	Manninich	H. C. Frick Coke Co.	Pittsburgh		
393	Marguerite	H. C. Frick Coke Co.	Pittsburgh		
319	McAllister	H. C. Frick Coke Co.	Pittsburgh		
255	McLean	H. C. Frick Coke Co.	Pittsburgh		
400	Phillips	H. C. Frick Coke Co.	Pittsburgh		
443	Redstone	H. C. Frick Coke Co.	Pittsburgh		
448	Shoaf	H. C. Frick Coke Co.	Pittsburgh		
426	Southwest	H. C. Frick Coke Co.	Pittsburgh		
364	Standard	H. C. Frick Coke Co.	Pittsburgh		
501	Standard	H. C. Frick Coke Co.	Pittsburgh		
80	Stewart	Stewart Iron Co.	Uniontown		
444	Trotter	H. C. Frick Coke Co.	Pittsburgh		
350	United	H. C. Frick Coke Co.	Pittsburgh		
352	Whitney	Hostetter-Connellsville Coke Co.	Pittsburgh		
500	Young	H. C. Frick Coke Co.	Pittsburgh		
245	Youngstown	H. C. Frick Coke Co.	Pittsburgh		
15,170	3,199	ESTABLISHED 1850			
INCORPORATED 1894					
JOSEPH SOISSON FIRE BRICK COMPANY					
MANUFACTURERS OF					
Silica and Fire Clay BRICK					
Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.					
Ship on all railroads.					
DAILY CAPACITY 300,000					
DAVIDSON		EIGHT PLANTS:			
MOYER		KINGSTON WILLIAM COLUMBIA			
CONNELLSVILLE, PA.					
Established 1872. Incorporated 1904.					
Eureka Fire Brick Works					
First National Bank Building, Pittsburgh, Pa. Bell Phone—Court 284.					
Eureka					
Manufacturers of High Grade clay refractories for Heating, Puddling E. F. B. and Regenerator Furnaces, Boiler Settings, and Arches, Stackless Flues, Glass Houses, By-Product, Rectangu- lar and Bee-Hive Coke Ovens.					
Bradoc					
Victor					
DIFFICULT SHAPES OUR SPECIALTY.					
Works Office, Mt. Braddock, Pa. Bell Phone—49, Dunbar, Pa. Both R. & D. and P. & L. E. R. Connections.					
Youghiogheny Coal					
Steam		Gas			
Coking		Low Sulphur			
Connellsville Coke					
Furnace and Foundry					
Hard Structure					
Shipments via B. & O. R. R. and P. & L. E. R. and Connections					
N. P. Hyndman, Sales Agent, 511 Wood Street, Pittsburgh, Pa.					
C. M. WOLFF, General Sales Agent.					
Hostetter-Connellsville Coke Co.					
HIGHEST GRADE					
Connellsville Coke					
Furnace and Foundry Orders Solicited					
Branch Office, Union Arcade Building, Pittsburgh, Penna.					
ELL TELEPHONE, 631 GRANT.					
HERBERT DE PUY, President.					
JOHN C. NEFF, Gen. Mgr.					
Connellsville Central Coke Co.					
General and Sales Office, 1211 Empire Building, Pittsburgh, Penna.					
Works—Low Phon. No. 1, Herbert No. 2, near Uniontown, Pa.					
Standard Connellsville Coke					
MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. and B. & O. R. R. Connections					
Coke low in Sulphur and Phosphorus and of strong physical structure.					
Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically broken, thus eliminating by screening all dust and dirt.					
ANALYSIS FURNISHES ON REQUEST					

### NEW PUBLICATION DENOUNCED AS Misleading

WASHINGTON, Nov. 28.—The number of men employed by the Pennsylvania railroad is nearly back to the total of a year ago and the payroll has increased \$620,000 since August 1, the Altoona chamber of commerce reports. These facts, the chamber explains, were obtained from Works Manager P. F. Smith.

The following figures, not including roundhouses, were made public also: Number of men working in the shops November 1, when the lay-off started, 12,730; smallest number of men working at any time, 4,500, during the summer months; number of men laid off, 8,200; number of men put back to work, 4,500; number of men refusing to sign working agreement up to November 7, 1921, 450; number of men sent for, 5,600; number of men responding to call but refusing to go to work, 134. The remainder, it is stated, never answered. The number of men now working, including the Middle Division, is declared to be about 11,

## MORE REGULATION RAILWAY LABOR THAN IS NEEDED

Says Railway Age, Organ of the Railway Executives and Managers.

### UNIONS OPPOSED PLAN

"One of the worst mistakes made in framing the Transportation Act," the Railway Age says, "was that of subjecting to government regulation the wages and working conditions of railway employees who are not directly concerned with the operation of trains.

"There is still, and always will be, adequate ground for subjecting the wages and working conditions of employees directly concerned with train operation to government regulation, and even for absolutely prohibiting strikes by them. The public should not be subjected to the suffering and loss of an actual interruption of transportation. To prevent this, special means should be provided by the government for settling controversies arising between railways and employees directly concerned with train operation. The right to strike should be entirely taken away from such employees, and there should be maintained some government tribunal to which all controversies arising between them and the railways should be carried.

"As to other classes of railway employees, there is no more reason why their wages and working conditions should be subject to regulation by the Railroad Labor Board, or any other government body, than why the wages and working conditions of mechanics in factories, or clerks in stores, or laborers on farms should be subjected to such regulation. The only ground upon which special regulation of the wages and working conditions of any class of railway employees can be defended is that a strike by them would seriously interrupt transportation; and such effect would not be produced by a strike of any class or classes of employees except those directly concerned with the operation of trains. A strike of employees in the shops would be embarrassing and expensive; but, it would not cause an immediate interruption of transportation, and would not seriously interfere with transportation unless quite protracted. It would not bring about an actual interruption of transportation as soon as a general strike of the coal miners, who are not railway employees at all, and whose wages and working conditions are not regulated by the government. No conceivable strike of other classes of employees, such as those employed in maintenance of tracks, would cause an interruption of transportation.

"It may be contended that the wages and working conditions of all railway employees should be regulated for broad social reasons. But if the wages and working conditions of all railway employees should be regulated, not for reasons peculiar to the transportation industry, but for broad social reasons, then so should the wages and working conditions of men employed in all other kinds of industries. There is no peculiarity, either legal or economic, of the railroad business which justifies special regulation of the wages and working conditions of any of its employees except those directly concerned with the operation of trains."

The labor organizations unanimously opposed the adoption of the present labor provisions of the Transportation Act, and therefore it seems reasonable to assume that they would gladly see these provisions so amended that they would cease to apply to most classes of railway employees. The employees directly concerned with the operation of trains are only about 25 per cent of all railway employees, and the entire problem of useful government regulation and efficient management of railways would be greatly simplified by withdrawing all regulation from the wages and working conditions of the other 75 per cent of the employees."

### O. R. C. OFFICERS NAMED

R. C. Conway is Chief Conductor of Division No. 357.

Officers of Division 357 of the Order of Railway Conductors were elected at a meeting Sunday as follows: Chief conductor, F. C. Conway; assistant, T. R. Christy; secretary and treasurer, H. F. Thompson; senior conductor, D. T. Hirshman; junior conductor, M. F. Cadman; inside sentinel, S. M. Hebb; outside sentinel, R. E. Meese; trustees, E. H. Fenstermacher, A. H. Patterson and H. D. Youkinc.

T. R. Christy, regular, and M. J. Ford, alternate, were elected delegates to the grand convention at St. Louis in May. On the legislative committee D. T. Hirshman, regular, and T. F. Brown, alternate, were named. The membership committee is composed of A. E. Long, R. B. Troutte and T. C. Drumm.

The officers will be installed at the next meeting, Sunday, December 12.

### INDIVIDUAL RECORDS

O. & O. Engineers and Engines Stimulated Fuel Savings.

The Baltimore & Ohio railroad is giving impetus to its fuel conservation campaign inaugurated some months ago, by issuing monthly statements showing the amount of coal and mileage made by individual engines and engineers.

Officials find that this comparison of records stimulates competition among engine crews and is productive of very good results.

**China's Coal Production.**  
China's annual production and consumption of coal is about 23,000,000 net tons.

### A Test Case Over Price Fixing Goes To Supreme Court

The case of the Morrisdale Coal company of Philadelphia against the government, to recover the difference between the contract price of certain coal diverted by the Fuel Administration during the war and the fixed price, was argued before the United States Supreme Court recently.

According to the plaintiffs, 12,823 tons produced by the company was diverted from its usual channels by order of the Fuel Administration. The price realized on this tonnage was \$3.30 per gross ton, whereas the contracts on which it would otherwise have been applied called for payment at the rate of \$4.50 per gross ton. This difference of \$15,337, it is contended, and the company filed petition with the United States Court of Claims for that sum.

The government demurred to the petition and the Court of Claims sustained the demurser. An appeal was then taken to the Supreme Court, which heard the arguments of both sides a few days ago.

This is in the nature of a test suit, and if the Supreme Court holds that the Morrisdale company is entitled to compensation, many other companies that lost money by similar diversions will no doubt begin action to recover from the government.

The plaintiff contended that the diversion of its coal was a taking of private property for the public use and that, while the functioning of the Fuel Administration was an exercise of war power conferred upon Congress by the Constitution, the fact that its coal was taken incidental to the exercise of such power does not re-pudiate the obligation of the Constitution to make just compensation for it.

In determining what constitutes just compensation, the counsel asserted that the value to the individual from whom the property is taken should be the basis and that in this case such value is the price the company would have received under long time contracts made prior to August 10, 1917.

### Almost \$10,000,000 Paid in Five Years To Disabled Persons

Persons permanently disabled in Pennsylvania industries have been awarded compensation totaling nearly \$10,000,000 by the State Workmen's Compensation Board in the five years the board has been in existence, Commissioner Clifford B. Connell has announced. The total awards have amounted to \$9,389,169.

Of this amount \$5,952,185 has been paid, and the balance is yet to be paid in installments. During the two years of the way the board paid an average of \$1,920,000 a year to beneficiaries under the workmen's compensation act for permanent injuries, and in 1919 it paid \$2,281,837, and for the first ten months this year, \$2,170,617.

There are 623 cases for which petitions have been filed with the federal government and affecting \$1,200,000 of Pennsylvania compensation. The cases are those of enemy aliens who left the country at the outbreak of the war or who, having worked or lived here prior to that time, were in enemy countries during the war.

In the first 10 months of this year 3,391 workmen's compensation cases were disposed of by the 12 referees, breaking all previous records. The figure for 1920 was 2,615.

There were 1,642 cases pending in the compensation bureau, some of which will be cleared up before the end of the year.

### EXPORT OF CARS

Gained in One Class, Declined in Another, Records Show.

United States exports of cars for other than steam railways show a large increase in value for the first nine months of 1921 as compared with the full 12 months of 1920, the total being \$5,990,149 for 5,641 cars for the former period as against \$3,603,194 for 6,440 cars for 1920.

One hundred and twenty-five passenger cars for steam railways were exported during the first nine months of 1921, as compared with 134 for the entire year 1920, although lower prices are reflected in the values—\$1,016,704 as against \$1,178,437.

Exports of freight and other cars for steam railways show a marked reduction, both in number and value, for 1921 as compared with 1920. In the latter year a monthly average of 1,793 cars, valued at \$3,058,663, was exported, as against a monthly average of 7,813 cars, valued at \$1,414,335, during 1921.

**Colorado Miners on Strike.**

The miners in the Trinidad and Walsenburg districts, Colorado, are on strike against the adoption of a new scale which involves a reduction from \$7.75 to \$5.25 per day for basic occupations such as mine drivers, and a reduction of 24 cents per day in diggers' rates, which range from \$1.02 to \$1.07 per ton.

**500,000 Tons Steel Required.**  
With 7,000 freight cars recently bought, 8,000 are now pending on inquiries on which bids have been made and inquiries are being issued for 7,300 more. This total of 22,300 cars at a conservative estimate will require 220,000 tons of steel when axles and wheels are included.

**Central Field Running 70 Per Cent.**  
The maximum monthly production of the Central Pennsylvania bituminous field for 1921 was in October, when 3,893,325 tons were produced. This is about 70 per cent of the maximum October production in 1919.

Transferred to Brownsville.  
F. E. Gebhard, assistant chief engineer of the Hillman Coal & Coke company of Pittsburgh, has transferred his headquarters from Brownsville to the Cameron district to succeed the late McCormick.

Governor Appoints Judge.  
HARRISBURG, Nov. 29.—The governor today appointed E. H. Baird of Ridgeway, judge in the Clinton, Elk Camer district to succeed the late McCormick.

### LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, November 26, 1921.

Ovens	In Works	Name of Operators	Address
40	Adam	MERCHANT COVENS	Greensburg
233	Allison No. 1	Westmoreland-Payette Coke Co.	New York
200	Allison No. 2	W. J. Rainey, Inc.	New York
142	American 1	American Coke Corporation	Pittsburg
340	American 2	American Coke Corporation	Uniontown
10	America	Bethelby & Feather Co.	Uniontown
20	Browning	Brownsville Coke Co.	Uniontown
50	Brownsville	Brownsville Coke Co.	Pittsburg
205	Century	Century Coke Co.	Brownsville
40	Champion	Champion City Coke Co.	Uniontown
257	Champion	Champion Gas and Co.	Pittsburg
118	Crystal	Edgar Coke & Co.	Pittsburg
206	Dale	Edgar Coke & Co.	Pittsburg
402	Donald 1 & 2	Consolidated Coke Co.	Pittsburg
160	Donald No. 3	Consolidated Coke Co.	Pittsburg
100	Edna	Walterburg Coke Co.	Uniontown
132	Eleanor	Stern Coal & Coke Co.	McMinnville
32	Flint	Jay Hoyle & Co.	Uniontown
125	Garrison	Atkins-Civille Coke Co.	Connellsville
58	Genuine	Genuine Civille Coke Co.	Uniontown
200	Griffith No. 1	Hedco Coal & Coke Co.	Pittsburg
80	Griffith No. 2	Hedco Coal & Coke Co.	Pittsburg
210	Harbert	Civille Central Coke Co.	Pittsburg
45	Hillside	W. C. Hillside Coal Co.	Connellsville
12	Hill Top	W. C. Hillside Coal Co.	Connellsville
134	Hoover	James H. Hoover	McMinnville
28	Hope	Hoppe Coke Co.	Uniontown
195	Hustand	Hustand-Semans C. & C. Co.	Uniontown
200	Isabella	Hacia Coal & Coke Co.	Pittsburg
24	Junior	Junction Coal & Coke Co.	Uniontown
140	Katherine	Union Coal & Coke Co.	Uniontown
200	Lafayette	Atlas Coal Co.	Holiday
200	Lean	Franklin Coke Co.	Connellsville
34	Liberty	Old Connellsville Coke Co.	Smithfield
400	Lincoln	Lincoln Coal & Coke Co.	Scottdale
40	Little Gem	Thompson Coal Co.	Pittsburg
250	Lucille	Civille Central Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
64	Marien	Southern Civille Coke Co.	Connellsville
396	Mt. Hope	Snowden Coke Co.	Uniontown
109	Old Home	W. J. Parshall	Uniontown
202	Puritan 1 & 2	Puritan Coke Co.	Uniontown
56	Puritan 3	Puritan Coke Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Outerpop
275	Royal	W. J. Rainey, Inc.	New York
46	Russell	Russell Coal & Coke Co.	Scottdale
30	Sackett	H. C. Frick Coke Co.	Braddock
35	Sparhawk	Rally Callaghan C. & C. Co.	Uniontown
240	Shamrock	Taylor Coke & Coke Co.	Uniontown
310	Sterling	Consolidated Coke Co.	Pittsburg
50	Summers	Summers C. & C. Co.	McMinnville
400	Town Hill	Town Hill Coke Co.	Pittsburg
233	Tower Hill	Tower Hill Coke Co.	Uniontown
354	Tower Hill 2	Tower Hill Coke Co.	Uniontown
500	Virgil	Byrne Coal & Coke Co.	Scottdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
36	Tukon	Wayne Coke Co.	Uniontown
1,012	2,145		
1,012	2,145		

### FURNACE OVENS

400	Alice	Pittsburg Steel Co.	Alice, Pa.
100	Bridgeton	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Pittsburg
470	Brownsville	H. C. Frick Coke Co.	Pittsburg
500	Colonia No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 3	H. C. Frick Coke Co.	Pittsburg
300	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
235	Dearth	H. C. Frick Coke Co.	Pittsburg
600	Edenboro	H. C. Frick Coke Co.	Pittsburg
200	Edenboro	H. C. Frick Coke Co.	Pittsburg
500	Foothills	H. C. Frick Coke Co.	Pittsburg
202	Genesee	McKenna Coal Co.	Leetonia, Ohio
200	Labels	Labels Coke Co.	Labels
462	Lambert	H. C. Frick Coke Co.	Pittsburg
516	Lockrone	H. C. Frick Coke Co.	Pittsburg
231	Longview	H. C. Frick Coke Co.	Pittsburg
30	Newcomes	H. C. Frick Coke Co.	Pittsburg
275	Oriant	American Coke Corporation	Uniontown
400	Republic	Republic Iron & Steel Co.	Uniontown
400	Reno	H. C. Frick Coke Co.	Pittsburg
400	Thompson I.	Redstone Coal & Coke Co.	Pittsburg
5,938	1,218		

### IRON ORE

## Connellsville Foundry, Machine

**The Weekly Courier**

THE COURIER CO., Publishers.

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Founder and Editor, 1878-1910  
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THURSDAY MORNING, DEC. 1, 1921.

STILL NOT TIME FOR A CONDUIT  
ORDINANCE.

The provisions of the proposed ordinance granting conduit rights to the Bell Telephone company are them selves proof, if more were needed, that the present is not the time to give such privileges.

In the first place and of prime importance in any consideration of this subject a comprehensive plan for an underground system has not been worked out, nor even sketched in outline. The proposed ordinance provides for but a limited section of the city without view to future enlargement or necessities and for but one of the several aerial wire systems in the city. As it will give underground rights to but one company it will in effect give that company a preferred position in the streets occupied.

Subsequently, when other wire systems have to go underground the paved streets will have to be torn up again and all the efforts and expense to preserve them from this form of ruthlessness will come to naught.

The proposed ordinance makes no provision whatever for compensation to the city in exchange for the valuable rights the city council appears so eager to give away. The fact that the streets are the property of all the people of Connellsville for the use of which they are entitled to some form of compensation seems not to have been considered and could not be expected to be considered by the framers of the ordinance who are representatives of the public utility which is to become the beneficiary of this council's all too willing bounty.

Viewing the situation from the standpoint of the citizens of Connellsville the city council will not be acting in the public interest by hurriedly granting the proposed right without material amendment in its provisions. If it is passed in its present form it will not give the city the people and other wire companies a square deal. Furthermore and in view of the existing circumstances such a grant at this time will save too much of an attempt to make unfair use of the Brimstone Corner pole situation.

As has been previously pointed out this situation has been solved by mutual agreement between the Bell company and the interested property owners whereby removal of the obstructing pole is to be made. That being the case it is timely to repeat the statement that the passage of an underground wire ordinance can well be deferred until the maine is thoroughly worked out and the action thereon will be free of the suspicion of imposition that coercion of any kind will be employed to either secure such a grant or force its acceptance.

## COMPLETING THE ROLL CALL.

Last Sunday having been a day not well suited to the work of canvassing the city for the fifth annual Red Cross roll call, on account of the inclement weather, an effort is to be made to-morrow to complete this task.

The success attending a second day's labor in this worthy endeavor will be dependent almost wholly upon those citizens who for any reason have not yet renewed their membership. Some were absent from home a week ago and others were in parts of the several team districts not reached by the canvassers. It is the aim to reach such persons tomorrow in order that the roll call may be completed without further delay.

Only by cooperation with the team workers can this be accomplished as planned. Persons missed last Sunday will be given a chance to be away. They should arrange to get in touch with some canvasser beforehand and attend to the duty of enrolling. Those who have already renewed their membership can facilitate the work of the teams by displaying their Red Cross posters and thus save the workers the time required to make a second call at homes where the roll call was answered last Sunday.

## THE HEALTH BOARD PLACARD.

Persons in Connellsville and elsewhere who have held or still hold the indefensible position that it is a disgrace to permit the placing of a quarantine placard on a house where inmates, particularly children, are undergoing an attack of some communicable disease should be heard the address on children's diseases given before the Statewide branch of the Red Cross the other day.

The brother who is a representative of the United States Public Health Service did not hesitate to give vent to the expression of deep regret on behalf of persons who are in a position to do all that the law requires in the name of prevention to spread contagious or infectious diseases.

It is a crime for mothers to allow children to contract such diseases,

declared the speaker who gave point and startling emphasis to her remarks by stating that vital statistics show the death rate among infants infected with measles to be one out of every 10. Surely this fact should cause every mother to adopt every needful precaution to prevent her own or another mother's children being exposed to a disease ordinarily regarded as without serious consequences to those contracting it.

The health boards placard on a home is but a form of kindness to callers said the speaker, which serves to warn them that if they enter they do so at the risk of communicating the disease to their own or other children. It is one of the devices or means adopted in the interests of public health and the use of it in cases of sickness from communicable diseases is a regulation prescribed by law.

Removing the placard which has been reported to have been done by persons in Connellsville or of acting to having it placed on a home merely because of the caprice of some of the occupants is more than a violation of law and a punishable offense. It is an act of sensuous and gross selfishness on part of the householders. It betrays their unwillingness to do what they can to prevent other homes being inconvenienced by sickness which under certain unfavorable conditions may terminate fatally.

The experience of physicians shows that, transmitting the germs developed by a mild case of child's disease such as measles, diphtheria or scarlet fever very often induces a most virulent attack in a child exposed to infection. Because of this danger it becomes every member of a family to whom one of its number may be ous slightly ill from one of these diseases to have just as considerable regard for the protection of all other children as they would demand in protection of their own.

The health board placard on a home is not a disgrace. The absence of it where the law requires it shall be placed or the disregard of it by members of the household or visitors is more than a disgrace. It is a mark of very indifferent citizenship and the sign of a sad lack of that spirit of neighborliness it is the duty of every resident of a community to show in due circumstances involving the possibility of affliction and distress in other homes.

A NEW AND BETTER BRIDGE

One of the strongest arguments in favor of a new bridge over the Yough at Connellsville instead of spending a large amount for repairs, is that traffic has developed to such an extent that the present bridge is inadequate.

The roadway, the original design of which did not make provision for such growth in traffic as has occurred, is too narrow to give proper accommodations or to insure safety to both steam cars and motor driven vehicles.

Only by rare good luck and care on the part of automobile drivers has the number of accidents been small in number and without fatal consequence.

The element of cost will doubtless be very carefully weighed by the commissioners in considering the proposition.

Upon this point the advocates of a new bridge will be prepared to show that in the course of a few years it will be necessary to spend more money in repairs than replacement by a more modern structure will cost.

Even after a series of repairs have been made the bridge will afford no greater facilities for the traveling public than it does now. The roadway cannot be widened and about all that can be done will be to replace weak-ened parts.

The present bridge was erected at a time when no person had the vision to foresee how vast would be the increase in traffic flowing over it within 25 years after its erection. For many years following the replacement of the old suspension bridge which had served its purpose well for upwards of half a century the present bridge afforded ample accommodations. Since its erection the automobile has come into existence as one of the most universally used means of transportation.

In building the bridge his evolution was not anticipated much less was it taken into account in planning the structure. Neither was it realized that the bridge would form a part of one of the busiest thoroughfares in the country.

To meet the new conditions for which the bridge is now inadequate and will become still more so a more modern structure is an admitted necessity.

In its erection it of itself reflects great honor to the men who labored on it.

It is well on the eve of the conference to discuss financial aspects of the subject. That they are sympathetic with the desires of the former service men promises favorable action at the earliest moment it is feasible to comply.

## Wisdom of Republican Policies

Developments in various parts of the world are conspiring to prove the wisdom of the policies of the Republic administration.

From the very outset the administration turned a deaf ear to all proposals which smacked of state socialism or had for their end the invasion by the government of the field of private enterprise and initiative. As a result the United States has traveled further on the road back to normalcy than any other nation which participated in the war and the manner of its journeying has been in a riot of servitude of the rules of sound economics.

Compared with any European nation the United States is infinitely better off in every respect living costs are lower wages are higher industry is more prosperous and on a sounder basis.

Taken for example England where

although conditions are admittedly better than in the European countries the situation nevertheless is critical.

The depression of her markets abroad and the invasion of her markets at home have almost brought about the collapse of British industry. Her unemployed are now officially estimated at over 1,600,000 which is proportionately much greater than the estimates of unemployed in the United States.

She has attempted to cure the problem of unemployment by the payment of government subsidies to the idle.

Office figures just made public to

revert the amazing fact that during

the past year in per cent of the English population has received some form of government hand outs cutting the national treasury nearly \$2,000,000,000 in cold cash which is equivalent to \$100 tax for every English family.

But the situation has only aggravated.

Take for example the English

labor market.

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## Four Curves in Trolley Line at Home Works, Near Everson, Soon to Be Gone

After many years of delay, due to inability to reach an agreement with owners of property, the West Penn Railways company today began grading for a cut-off at Old Home Works & Everson which will make possible the elimination of the four-curve deer there which has annoyed hundreds of thousands of passengers ever since the road to Scottdale was made. The final negotiations with S. Livingood, have reached the stage that made it possible to begin work.

A force of men was put to work this morning under the direction of

### Hubby Gone Three Years, Wife Is Granted Divorce

Three years ago William Baker Wiggins, who was engaged in the electrical business in Uniontown, told his wife, Mary Lillian Wiggins, it was necessary for him to go to Poland, Greene county, on a business mission and that he would return the next day. Mrs. Wiggins has not seen him since. This morning she was granted a divorce. They were married December 3, 1903.

Nellie T. Glover of Uniontown was granted a divorce from Floyd Glover. They were married February 26, 1920. The defendant testified that she made her home with her brothers in G. Main avenue, Uniontown, while her husband was domiciled at the home of a sister in Church street. He visited her between 11 and 2 o'clock nights, she said, but never maintained a home for them. She charged him with cruel treatment and infidelity.

Others granted divorces were: Jessie C. Morris, Uniontown, from Nellie Morris; Rose Troy, with, from Patrick Troy; Mary Seiler, Uniontown, from John Seiler, Oliver No. 1.

Labels were filed yesterday by the following: Maggie Patterson of Dunbar against Edward J. Patterson, address unknown, on charges of desertion. They were married September 6, 1909, at Dunbar. Mary Karbasyk of Continental No. 1 against Walter Karbasyk of Lambert; Thomas Earl Chambers of Continental No. 1 against Elizabeth Chambers of Uniontown; Earl D. Meek of New Salem against Laura M. Meek of New Salem.

### Three Negroes Rob West Side Man; Take \$28

Three negroes held up and robbed a West Side resident about 1:15 o'clock A. M. Friday while he was on his way home. The man, who resides in the Smutz apartments, but whose name could not be learned, is said to have been robbed by thugs at the corner of West Crawford avenue and Second street.

While two men covered him with guns the third went through his clothes, rifling every pocket. They secured \$28 in cash. The robbery was reported to the night police but no clues to the bandits were secured.

On Wednesday night about a half dozen chickens were stolen from the coop of Frank Bufano at North Pittsburg street and Murphy avenue.

### December Court Will Open Fifth With 150 Cases

The December term of criminal court will open December 5 with about 150 cases on the list and will continue for three weeks, closing the day before Christmas, according to plans of District Attorney William A. Miller. There are at present 158 cases on the list but it is expected this number will be reduced by pleas and nolle prosses.

On the list will be 40 to 50 liquor cases. The term will be unusual in that there will be but two murder cases.

### Officers Nominated

Firemen Will Elect Executives at Next Meeting.

Officers for the ensuing year were nominated at a meeting of the West Side Fire department Tuesday. The elections will take place at next month's meetings. There is no opposition to any of the leading offices but several men were nominated for the place of assistant chief.

All present officers were nominated for re-election. They are J. A. Cypher, president; Charles Rowe, secretary; William Herbert, treasurer, and W. E. Dabolt, chief.

With his election next month Mr. Herbert will take up the duties as treasurer for the 16th consecutive year, having been elected to that office in 1906.

### HOSPITAL VISITING HOURS

Revised Schedule Announced at Mount Pleasant Institution.

MOUNT PLEASANT, Nov. 23.—The hospital authorities have set hours for visiting at the hospital here and ask that the rules be observed by the public: The hours follow: In private rooms, every day, 9 to 11 A. M., 2 to 4 P. M., and 7 to 8 P. M.; in wards, Monday and Saturday, 2 to 4 P. M., and 7 to 8 P. M.

In cases of critical illness permission may be obtained at other hours.

Completing Five Street Cars  
A. Penn Railways company is engaged in the construction of five new cars of the "40" type. Two were recently placed in operation and three are being completed at the West Side shops. The cars in their entirety are built locally.

Division Engineer R. A. Meyer, Resident Engineer W. K. Allen and Supervisor F. W. Rivers. Unless the unforeseen is encountered it was said the work will be completed by the middle or the latter part of next week.

At the same time it will become possible for the contractor on the Pennsville-Everson-Scottdale public road to continue operations which were halted by the tie-up at Home Works.

The cut-off will shorten the distance 467 feet. The present circuitous route is 1,142 feet. The distance across will be 675 feet.

### Hubby Gone Three Years, Wife Is Granted Divorce

Dr. Adolph Lorenz, famed in Europe, holding free clinics in the United States.

NEW YORK, Nov. 25.—Cripples in wheel chairs, in automobiles and on stretchers stormed the Hospital of Joint Diseases today when Dr. Adolph Lorenz, famous Austrian surgeon, held the first of a series of clinics for the city's deformed.

So great was the congestion that hospital authorities found it necessary to summon police reserves to handle the crowd.

The first patient arrived long before dawn, working his painful way up the hospital steps on twisted hands and knees and crawling inside for a warm place to wait until the noted healer could see him.

An hour before the lowering gray bearded surgeon arrived more than 200 persons had taken their places in line, mothers and fathers supporting thin children, adults hobbling along as best they could. Automobiles and wheel chairs lined the street outside.

Dr. Lorenz performed one operation to rectify a condition of knocked knee in a 19-year-old boy, chiseling through the bone, then re-setting it, then casing the patient from shoulder to feet in a plaster cast. Following the operation, watched by a score of American surgeons, he proceeded swiftly from room to room, prescribing treatment for some of the sufferers and making appointments for operations in other cases. He examined about 100. The others, estimated at nearly 1,000 were told they would have to come back for later clinics. Almost destitute himself as a result of the work Dr. Lorenz is holding free clinics here and will hold them in other cities as a testimonial of gratitude for the aid rendered by America to Austria's starving children.

Strangles His  
Sister-in-Law,  
Steals, for Wife

CHICAGO, Nov. 25.—A story of heartlessness, poverty and robbery was mixed with that of concern for his wife in the confession of Thomas Catherwood, 26 years old, that he had strangled his sister-in-law, Mrs. Betty Sharples, to death yesterday while she rocked the cradle of her 13-months-old child and worked on tiny garments for another expected within a month.

For weeks Catherwood had been out of a job and his wife finally said she would obtain work to support the family. It was concern for his wife and dread for her going to work Catherwood told the police, which forced him to wind a rope about Mrs. Sharples' neck and steal the \$65 in her bank book.

"My poverty worried me," Catherwood told the police. "When my wife told me she would get work I couldn't bear it. Yesterday I went to visit my sister-in-law. A neighbor came to rock the cradle of her 13-months-old child and worked on tiny garments for another expected within a month."

The dead woman is supposed to have been the wife of a William Washington of Connellsburg. It is also said she was reared by the mother of the William Washington who killed her. The alleged murderer, it is said, had always desired to have the woman for his sweetheart, but his advances were repulsed.

Court authorities were notified and, assisted by residents of the Dunbar furnace district, conducted a search throughout the night. The search was continued vigorously for 12 hours and there had been no letup at noon. Washington is said to have only had two shells in his shotgun, using one to kill each of his victims.

Offenses Against  
Motor Code Cause  
Loss 200 Licenses

HARRISBURG, Nov. 25.—Over 200 automobile licenses of various classes have been revoked by the State Highway Department this year for various offenses against the motor code, the greater number of them occurring after notice had been received from clerks of courts of conviction of operating a car while under influence of liquor. In addition there have been several cases where motor car drivers failed to stop and render aid after a collision or striking a person. Use of cars for highway robbery have also caused licensees to be taken away.

The department has been rigidly adhering to a policy of no clemency in instances where a car was driven while drunk or where a driver failed to give aid, having laid down the rule that the roads must be made safe.

Licenses have also been revoked where flagrant speeding and disregard of rights of the road of pedestrians have been frequently reported.

While threats have been made to take the master of revocation to the courts, nothing of the kind has been attempted and the rulings of the department have been generally accepted by clubs and car owners.

A. J. Wild Improves.

A. J. Wild, of the Zimmerman-Wild Furniture company, who has been ill with pneumonia for several weeks, is gradually improving.

### QUINCES AND PEARS GROW ON WILD THORN

HONESDALE, Pa., Nov. 29.—The fruit of the thorn apple tree has become the quince through the efforts of William H. Bullock, a former state orchardist but now a farmer at Dryberry near here.

Mr. Bullock has found that by grafting scions of quince upon the ordinary thorn bush which grows wild in many of the neglected pastures of the surrounding countryside he can raise large, juicy quinces and at the same time foil the efforts of one of the worst fruit tree pests, the round-headed apple tree borer.

The quince tree is eagerly sought by the borer, which deposits its eggs about the base. When these hatch the larvae attack the sapwood and later the heartwood usually killing the tree in two or three years. By the grafting process, according to Mr. Bullock, the quinces can be grown as soon as they can be produced on the original stock and without the risk of losing trees by the borers which do not trouble the thorn bushes.

Pears also can be produced from the thorn bushes but Mr. Bullock says there is danger of the grafts growing so rapidly as to split out during heavy winds.

### SPURNED NEGRO LOVER ENDS LIVES OF TWO AT DUNBAR

Attempts to Burn Body of Woman in Case After Killing Her.

### POSSES SCOUR REGION

Victims, Put to Death With Shotguns, Are Edgar Morgan and Minnie Wise, Alias Washington, Colored; Latter Slain When She Refuses to Leave.

Charged with a double murder and firing a house at Dunbar about 1:30 o'clock last Saturday William Washington, colored, of Dunbar, was being sought by state and county officers.

The murderer victim were Edgar Morgan and Minnie Wise, alias Mrs. Minnie Washington, both colored. Both were shot and instantly killed. It is thought jealousy was the cause of the shooting.

According to the story told by Ernest Miller, another negro in the house at the time of the shooting, Washington used a shotgun and after killing the woman as she sat on the edge of her bed, fired the mattress. The body was burned along one side. Both victims were taken to Funeral Director Burhans parlors at Dunbar.

It is understood that Washington saw the woman in Connellsburg earlier in the evening and that he was refused permission to keep company with her. Later she returned to Dunbar and was asleep at the house, also occupied by Morgan and Miller, when Washington went there.

Morgan admitted the negro but interfered when Washington attempted to go up the stairs. Morgan was shot through the heart, dying instantly.

When Miller heard the confusion at the foot of the stairs, he hid in a cupboard. Washington entered the room and demanded that the woman go with him. She refused and he shot her. Then, according to Miller, he set fire to the mattress and started downstairs. He went in the direction of the railroad tracks and has not been seen since.

The dead woman is supposed to have been the wife of a William Washington of Connellsburg. It is also said she was reared by the mother of the William Washington who killed her. The alleged murderer, it is said, had always desired to have the woman for his sweetheart, but his advances were repulsed.

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If you have coal land for sale advertise it in The Weekly Courier.

Subscribe for The Weekly Courier.

### IMPRESS MIGHTY EVENTS OF DAY IS CALL TO TEACHERS

Governor Issues Proclamation Bearing on National Education Week.

### DATE DECEMBER 4 TO 10TH

Will Be Observed Throughout Country in Interest of Better Citizenship; American Legion Posts Are Joining Heartily in Movement Everywhere.

HARRISBURG, Nov. 25.—Pennsylvania school teachers are called upon to impress our pupils "the mighty events of history" occurring lately and the importance of the disarmament conference at Washington by Governor Sproul in a proclamation for observance of Educational Week. The governor calls attention to the public of the importance of the times.

INDIANAPOLIS, Nov. 25.—Because the schoolroom is the cradle of the nation, because the foundation of every state is the education of its youth, the National Americanism Commission of The American Legion and the National Education association have joined hands to promote and foster education and thereby strengthen and perpetuate a better Americanism, build a more intelligent and better citizenship and within, equip the youth of the nation more adequately to cope with life and forge ahead the interests and achievements of the entire United States.

The initial effort is to be made with the inauguration of "American Education Week," December 4 to 10, which is to be fittingly observed in every state in the union, every city and every community. Governors of states, mayors of cities and towns in every section of the country have already issued proclamations, urging the citizens to observe this week in a fitting way and bend their energies toward the successful accomplishment of its objectives.

This is but the initial step in the elaborate plan of the two organizations working together for the accomplishment of their joint objective—better education and better Americanism. Each year this week is to be observed. As progress is made, situations clarified, definite plans will crystallize and solidify into perfected programs for this accomplishment.

Throughout the nation on Sunday, December 4, ministers will preach upon the urgent need for better education. From all over the country come eager acceptance of the invitation to preach upon this subject. And throughout the week, the press, pulpit, educators, patriotic bodies, national, state, community clubs and other civic bodies will cooperate to make this plan a splendid success.

The main purposes of the week are to inform the public of the accomplishments and needs of the public schools, particularly of the urban needs, and to secure cooperation and support of the public in meeting these needs and to teach good Americanism.

Among the topics already selected by communities in every quarter of the United States for observance of this week are these: "American Ideals and Americanism," "National Contributions to our Immigrant Citizens—Their Pride in Our Country and its Principles of Government," "American Patriotism," "Civil and Military Heroes," "The School and the Nation," "Education, the Greatest Investment for Community, State and Nation;" "How Education May be Promoted;" "The Community's Responsibility Toward the School, and Ways and Means for Promoting Better Education, Better Americanism."

CONFLUENCE, Nov. 21.—In an ornate contest held at Somerset Friday night in which was entered a pupil from each high school in the county, the first prize was won by Miss Nellie Little of Confluence. Miss Little is the daughter of Mr. and Mrs. Thomas Little.

The individual prize was \$10 in gold.

Miss Little also won a silver loving cup for the Confluence high school.

"PEP" FRANCIS HURT

Local Youth Injured in Football Game at Lancaster, Pa.

Edgar Francis, better known as "Pep," former high school football star, is reported to have had his big sprained while playing at Lancaster yesterday. His parents, Mr. and Mrs. J. Francis, were informed of the accident this morning by Dr. E. B. Edie, who received a telegram from the Lancaster General hospital stating that "Pep" was injured, but not seriously.

James Francis, his father, left this morning for Lancaster to visit his son.

Ellsworth Dunn

First in Franklin

Breeding Contest

The Franklin Township Pig Breeding club held its round-up on the farm of W. R. Dunn on November 19. A. J. Baker, assistant state club leader from State College, did the judging.

The boys having pigs in the club are Ellsworth Dunn, C. J. Dunn, Paul E. Brown and Roy Griffin. All the pigs in the club were pure-bred Poland China gilts farrowed during last spring.

The results secured by the boys were of a very high standard, as can be seen as the pig owned by Paul Brown gained two pounds per day, feeding 112 days and the lower daily gain in the club was 1.6 pounds.

The first prize, a pure-bred Poland China pig, donated by R. H. Cornish of Uniontown, was won by Ellsworth Dunn. The second prize, \$10, given by the First National Bank of Vandalia, was won by Roy Griffin. The third and fourth prizes, \$5 each, were given by friends of the club in Connells

**DETWILER FARM  
SITE TAKEN FOR  
COUNTRY CLUB**

Initial Payment Will Be Made  
at Meeting Next Monday  
Night.

**CONN-DALE NAME CHOSEN**

Reports made by the invitation committee of the proposed country club at a meeting Monday night indicated success of the movement. There had been 120 acceptances in this city and 60 at Scottdale while not more than 20 per cent of the selected list has yet been covered. The committee will continue their work until the whole list has been gone over until the full membership of 350 has been secured.

The name of the organization was decided on as Conn-Dale Country Club. The title was selected from several submitted by a committee named for the purpose.

Thomas J. Hill Charles H. Loucks and James S. Cook of Scottdale and W. D. McGinnis, J. R. Davidson and J. M. Gray of Connellsburg were named a committee to nominate candidates for the board of governors. Another committee composed of W. H. Glasgow of Scottdale G. S. Connell and S. P. Ashe of Connellsburg was named to draw up the by-laws. C. B. Franks and F. E. Marcell of Connellsburg and J. R. Burns of Etterson were named a committee on property and organization.

J. Merlin Gray resigned as secretary of the club owing to pressing business affairs and K. K. Kramer was elected in his place. W. H. Clingerman of Scottdale president of the club was pre-sided.

The option on the Detwiler farm was taken up Tuesday afternoon and at another meeting to be held next Monday night the money for it will be paid. This meeting is to be held in the office of W. F. Stauffer at Scottdale. At that time the organization will also pass on the board of governors and the by-laws.

Discussion Monday night centered around securing the proper persons for laying out the golf links and supervising the improvement of the property. This work is to begin at once. The club becomes the immediate possessor of the farm and the buildings will be turned over as soon as they can be vacated. It is expected the grounds and building will be in shape for use about Jan. 1, 1928.

**Officers Named  
By Mt. Braddock  
S. S. Convention**

Officers were elected at the semi-annual convention of the Mount Braddock district of the Fayette County Sunday School association held Sunday afternoon and evening in the Methodist Protestant church at Mount Braddock.

The officers elected were Rev. O. W. Bolton Durbin, president; W. F. Rowan Dunbar, vice-president; Miss Minnie Glover Dunbar, secretary; Ira Crawford, treasurer.

Division heads named follow:

Principal Mrs. E. J. Faris; Dunbar young people; F. J. Martin; Dunbar adult Mrs. Cora Jordan, administrative; T. H. Meads.

Departmental superintendents are: Home, Mrs. Earl Folz, missionary; Mrs. O. W. Bolton, temperance; Mrs. Leard R. Wylye, teacher training; Daniel Hanlon, community service; G. Blackwell.

Counsellors for the older boys and girls conference were Miss Jessie Morgan for the girls and Allen Tuning for the boys.

The organization of a teacher training alumnae was effected.

Mrs. J. H. Collins of Uniontown spoke in the afternoon and did Rev. Bolton, G. F. Griffiths and Attorney J. W. Dawson the latter the superintendent of the Third Presbyterian Sunday school in Uniontown, spoke in the evening.

**WILL GET 50-YEAR JEWEL**

George W. Hill Second in Fayette Pythian Lodge to Be Honored.

William Sylvester of Pittsburgh grand chancellor Knights of Pythias of Pennsylvania will make an official visit to Fayette Lodge Thursday December 1. At this time George W. Hill will be presented with a 50 year veterans jewel he being the second in Fayette Lodge to receive one. Henry Goldsmith having received the other.

The grand chancellor will also hold a special grand lodge conclave to confer the grand lodge rank on all past chancellors who have not yet received it. Many Knights of Pythias from this district will be in attendance.

**BANQUET AT VANDERBILT**

Members of Odd Fellows Lodge Guests of Edna Rebekah.

Members of the Rebekah Lodge of Vanderbilt served a banquet Friday evening at the close of the regular business session to Bloomington Lodge No. 1 O.O.F. plates being arranged to fit.

Rev. W. T. Collier of Uniontown was the speaker of the evening. George M. Steele, a local minister. A musical program was given by the choir of Rev. Collier. Ha's Strickler of Uniontown accompanied the minister.

Impression Removed.

A low spot in the soil where the rearing material was placed on the corner of Arch Street and West Franklin Avenue was raised this morning. Water gathered in the depression during a rain and was checked by a man on pedestrian.

Advertisement in The Weekly Courier

**The New  
Connellsville Region**

Coal Age

A bee-hive-oven region has its peculiarities. It does not seek to obtain maximum coal tonnage unless it is selling raw coal. When it sells its coal uncooked it misuses the product which is needed to get service out of the ovens. As the ovens cost more than the mine and the number of ovens has been so regulated as to use the coal of the field apportioned to it during their life, it would not do to rob them of the coal. Hence in a bee-hive-oven region raw coal is not sold. When enough coal is mined to fill the ovens that are ready to be filled the mine is closed down till another batch of ovens becomes ready.

For this reason the Connellsburg region has not kept pace with some other localities in the matter of coal output in per plant. The original installations were laid out with their restrictions in full view. Now with the departure of the bee-hive oven a new day has arrived. It no longer matters what mine produces the coal as it is not coked at the mine. However it ceases to be desirable to operate as many plants as in the past. One big mine would seem more economical than several smaller ones if the coal is to be shipped. A consolidation of mining areas now seems probable and nothing will hamper the largest of development except the fact that the region is a ready quite generally disposed of its coal and virgin tracts are no more.

There is still room for concentration in some places however. We are learning from time to time that proposals for larger plants are underway and the Connellsburg region the home of an enforced conservation may show the stuff out of which its engineers are made. The region has been in the past a leader in social experiments and coal conservation. From now on it may exhibit once again its pre-eminence in transportation and hoisting methods. It will be well worth watching. The subsidiaries of the United States Steel Corporation have given proof of their mining enterprise in Gary, Westerville and Benton and Lynch. They will hardly be less active under the new conditions in Patric and Westmoreland counties. The promise of a marvel out rubber belt conveyor miles in length seems to be a forerunner of such activity.

The bee-hive and Belgian ovens have not by any means shipped their last ton of co. They may have periods of revival but faith in them is greatly shaken that no longer will it be desirable to conserve coal for their operation so irregular is that operation likely to be and so we are sure that before long the last day of the last bee-hive oven will be celebrated. For this reason we may look for an increase of coal production in the Connellsburg region not at all when will be any means go into his product coke.

GRADNAGURG Nov. 28—Sessions in the 6th annual teachers institute at the Greeneburg high school auditorium began Monday December 12. Jerry March of Philadelphia was selected by Superintendent W. G. Dugan to lead the music.

Day Instructors include Dr. E. B. Bryan head of the Ohio State University; Dr. Smith Burnham of Kalamazoo Mich. Miss Ida Hodges of the Illinois University; Miss Anna Graffam of the Department of Public Instruction at Harrisburg; Dr. Jesse H. White of the University of Pittsburg and Dr. J. George Becht of the Department of Public Instruction.

Will H. Rhodes of Pittsburgh, the tenor who is popular with Institute audiences will be the singer for the first week.

Four splendid numbers have been provided as evening entertainments. Music and lectures will be alternated Monday evening the Orpheus Four—a male quartet booked by the Redpath

bureau will give a concert on

Tuesday evening. Dr. Preston W. Bradfield will lecture on Life and Lit

erature on Wednesday the Adele

concert artist will perform vocally

and with instruments and on Thurs-

day the final attraction of the week

series will be Dr. S. Parks Cadman

in a lecture on "The Future of the Republic."

Tickets for the lecture series will

go on sale December 10 at the Cle-

mentine books ore.

**Coal Freight Rates**

EFFECTIVE AUGUST 20, 1926

TO EASTERN POINTS. RATE PER GROSS TON OF 2,500 LBS.

OMINATING DISTRICT  
Westmoreland

PITS. OF. W. R. R. LATROBE

Point or Station	Car	Flat	G.burg	L. Latrobe
Baltimore Md. (Track Deliv.)	\$4.08	\$4.43	\$4.18	\$4.18
Canton Pa. (P. R. R.)	2.88	4.43	4.28	4.18
Latrobe Pa. (P. R. R.)	2.12	3.55	3.42	3.42
Harrisburg Pa. (P. R. R. & R.R.)	2.12	2.92	2.71	2.62
Johnstown Pa. (P. R. R.)	1.84	1.84	1.84	1.84
Lebanon Pa. (P. R. R. & R.R.)	2.44	2.21	2.14	2.01
New York, N. Y. (7th St.)	2.88	3.71	3.58	3.50
Philadelphia Pa. (P. R. R.)	2.12	2.82	2.70	2.62
Philadelph. & Balt. (B. & O.)	2.12	2.82	2.70	2.62
Williamsport Pa. (P. R. R.)	2.12	2.82	2.70	2.62
Wilkes-Barre Pa. (P. R. R.)	2.12	2.82	2.70	2.62
Youngstown Pa. (P. R. R.)	2.12	2.82	2.70	2.62
Zanesville Pa. (P. R. R.)	2.12	2.82	2.70	2.62

TO ATLANTIC PORTS via P. R. R.	Car	Flat	G.burg	L. Latrobe
Greenwich, Conn.	3.08	3.43	3.25	3.15
Greenwich Export	3.08	3.18	3.04	3.04
Sou. Amoy & O. B. Venezuela	3.08	3.50	3.25	3.15
La Guaira, Venezuela	3.08	3.42	3.26	3.16
Guayaquil, Ecuador	3.08	3.42	3.26	3.16
Montevideo, Uruguay	3.08	3.42	3.26	3.16
Colombia Bay, Brazil	3.08	3.42	3.26	3.16
Cartagena Bay, Colombia	3.08	3.42	3.26	3.16
Porto Rico	3.08	3.42	3.26	3.16
Curtain Bay, Puerto Rico	3.08	3.42	3.26	3.16
Curtain Bay to Export	3.08	3.42	3.26	3.16

"The rate I am quoting on the Monongahela River is the same group south of the Pennsylvania state line to Johnstown in the Monongahela River basin, Greenhills and Latrobe. The rates apply specifically to points of origin within the state. The Connelville District applies supplements from points on the Southwest Branch of the Pennsylvania Railroad south of Uniontown from points on the Pittsburgh, Virginia & Charleson and points on the two original Erie railroad branches.

The rates I am quoting on the Baltimore & Ohio and the Pittsburgh & Lake Erie are based on a general average of rates in effect on the two railroads.

The Pittsburgh & Lake Erie applies supplements from points on the Pittsburgh, Virginia & Charleson and points on the two original Erie railroad branches.

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